

MOVE TO OUST CSCC CHOICES

SEE PAGE 1

MOTOR RACING

Vol. II—No. 6

(Published Bi-Weekly)

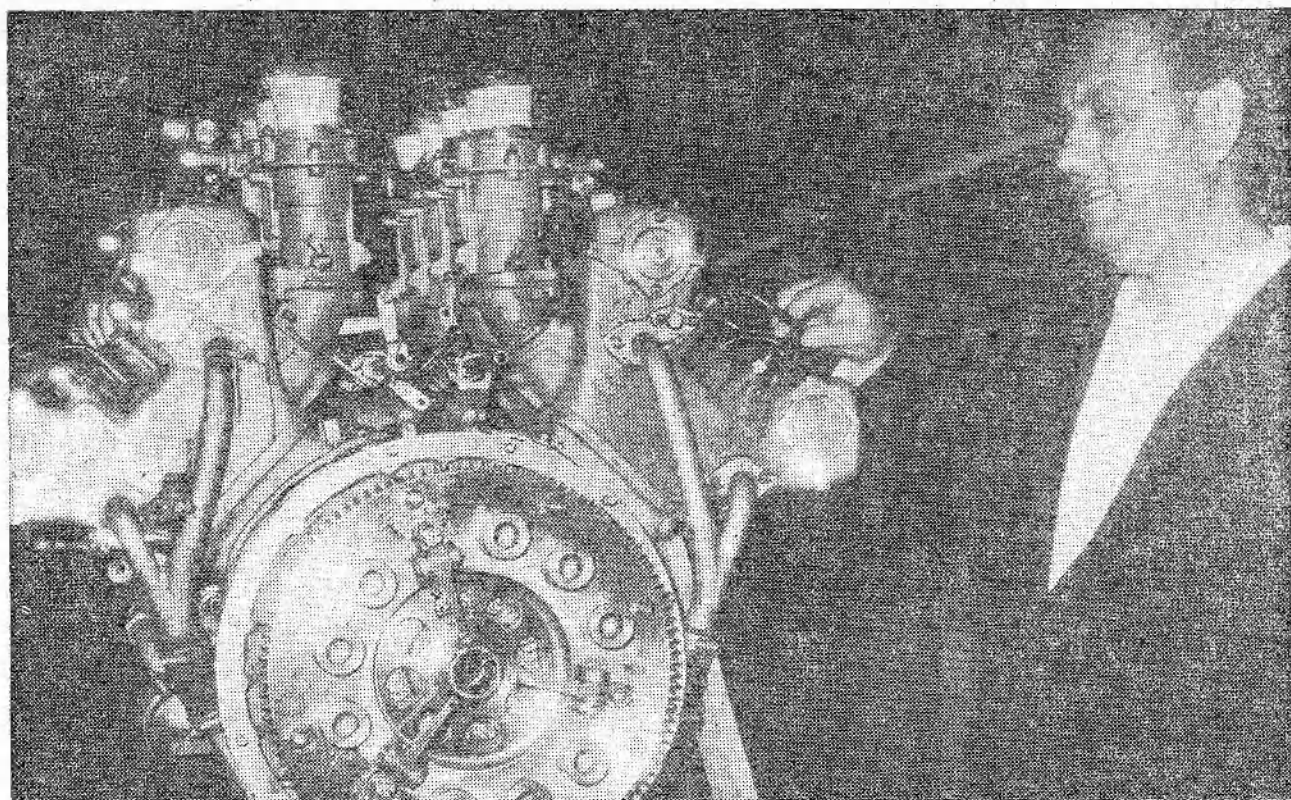
Los Angeles, Calif.

15c

Jan. 11-18, 1957

PARRAVANO UNVEILS FANTASTIC RACING STABLE AT WILLOW

SEE PAGE 1



TONY PARRAVANO, No. 1 race car owner in the U. S. —and probably in the world—points to latest Maserati engine (rear view) which he will install in Kurtis car to race at Indianapolis. Double overhead cam V8 plant, developing 450 horsepower with fuel injection (430hp at

—Vignolle & Powell
7200rpm) on methanol, costs \$15,000. Tony has TWO of 'em and will have TWO Kurtis chassis. Engine weighs 496 lbs., has dual ignition and dual oil and water pumps. Four Weber dual-throat carburetors will be thrown out to make way for fuel injection. Other photos, Pg. 11; story, Pg. 1.

1957 COAST RACING SCHEDULE

SEE PAGE 7

It's Time for a Change, Fellows — an Editorial

By Gus V. Vignolle

"The time has come," the Walrus said,
"To talk of many things:
Of shoes—and ships—and seal-
ing Wax—
Of cabbages—and kings—
And why the sea is boiling
hot—
And whether pigs have wings."
—Lewis Carroll

AND ALSO the time has come for a sensible reappraisal of conditions within the California Sports Car Club, which with its 1400-odd members is the biggest independent sports car club in the U. S.

It is no secret that the general membership has no say in the organization. Members know little, or, to be honest, nothing about what is going

on. The club is controlled by the 12-man Board of Pharaohs. Their rule is absolute. It is no secret that they tell

(Turn to Page 5 for reaction from readers.)

members practically nothing. There is one general membership meeting a year. This is an insulting farce. This year, it will be held Jan. 10 at

the General Petroleum Auditorium at 8 p.m.

Members pay their entry fees to race. They pay for the monthly dinner-meetings. And they pay their yearly dues, which just recently were raised 100%.

When the club hiked the dues, it said the reason was due to greater operating expenses of the office, which has two full-time employees.

But at the same time, the CSCC announced that a publication known as the West Coast Sports Car Journal would become the club's official organ. The first was the December issue. The club's mimeographed Newsletter has been discontinued.

The last February issue of this new club publication listed the name of Joseph J. (Cont. on Page 3, Cols. 1-2)

CSCC BOARD RECOMMENDATIONS

Of the following eight names recommended by MOTORACING, six must be voted on as WRITE-INS for election to the California Sports Car Club's Board of Pharaohs.

This is a "Reform Ticket" designed to buck the club's "Old Guard" slate. These must be WRITE-INS on the ballot you have received from the CSCC. Write-ins MUST be written in on lines provided on right-hand side of ballot. Clip this for reference.

JIM MATTHEWS—driver and radio announcer who conducts a sports car program.

CURT WARSHAWSKY—electrical design engineer and present chief of the club's Technical Committee.

E. FORBES-ROBINSON—driver and movie camera representative.

LEW BRACKER—driver and insurance company executive.

BOB PLASS—driver and mechanical engineer.

AL TORRES—ex-driver, race starter and building equipment salesman.

JIM MOURNING—driver and sports car racing writer.

JERRY AUSTIN—driver and steel fabricator.



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Pomona Races Jan. 19-20

California Sports Car Club stages the third running of the Pomona road races Saturday and Sunday, Jan. 19-20, over the 2-mile course at L. A. County Fairgrounds.

Eight races are carded Saturday, with six on Sunday. The under- and over-1500cc main events are one-hour races. Practice is set for Saturday at 9 a.m.

Leading entries include John Porter, Porsche; Jack Bates, 300SL; Lou Brero, Ferrari; Rod Carveth, Aston-Martin; E. Forbes-Robinson, MG-A; Lew Bracker, Porsche; Chuck Porter, 300SLs; Lance Reventlow, Maserati; Bob Oker, AC Ace-Bristol.



GAIL HOLDEN

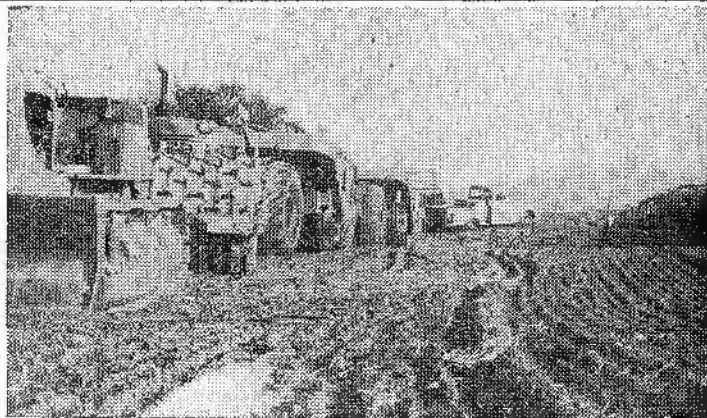
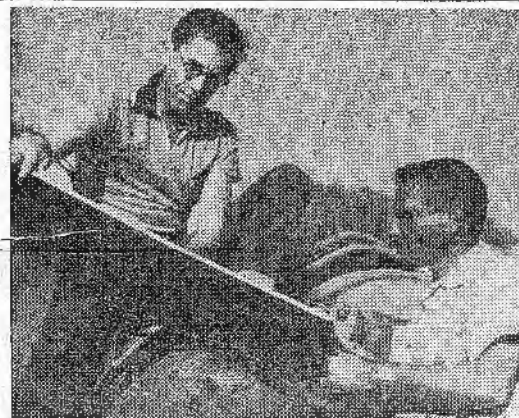
Please turn to Page 6 for her first column on Rallye techniques.

HOW ABOUT THESE QUESTIONS?

Questions are being asked by members of the California Sports Car Club who are backing the "Reform Ticket" which appears on Columns 1-2 of this page. It might be well to request answers at the general meeting Thursday night, Jan. 10, at the General Petroleum Auditorium.

The questions:

Is it possible to reverse the decision to raise dues 100%? ... Why aren't open business meetings held at regular intervals? ... Why wasn't the club's slate listed alphabetically instead of all incumbents first? ... Why is it necessary to pay about \$100 per year for members and their wives to attend meetings (dinner & drinks) and is this fair to all members? ... Is the president of the club connected in any way with the CSCC official publication? ... Why doesn't an independent auditing firm handle the club's books? ... Is it possible to mail quarterly financial statements to members? ... Do members have any say in contracts made for courses and what are the finances involved in the Paramount and Pomona contracts—any contract, in fact? ... What are the officials' expenses at race meets? ... What cut does the Long Beach MG Club get from races? ... Is it possible to make out by giving free race admission tickets to members? ... Have officials obligated the club to any financial commitments? ... What are these commitments and how long do they extend? ... Under whose authority were they made? ... Are certain privileged members allowed to use Paramount and Pomona courses for practice or other didoes? ... Can the ordinary MG owner practice except at race meets, how about insurance and who do you see for permission? ... Why is a lot of garbage printed and no copies of the by-laws for members? ... Do most clubs make public the minutes of their board meetings? ... What is the true reason for raising dues 100%?



ANOTHER SPREAD of heavy machinery began pushing work last week at the 5.2-mile 3-in-1 International Motor Raceway near Riverside. Left: Rudy Cleye, head of the venture, shows course plans to C. E. Ingram, electrical contractor. Center: Heavy equipment—scrapers, caterpillars and water truck (right)—

arrives at Edgemont-Sunnymead area. Right: Jim Peterson, in charge of engineering, points out a distant hillock to Cleye, behind wheel of jeep. Rough grading is now under way. They start laying the paving in a month. A two-lane underpass for autos into the infield and parking and viewing area is planned.

—Vignolle & Powell

Racing Returns To Riverside

Riverside De Anza Park, scene of spectacular dirt track auto racing three decades ago when it was the county fairgrounds, is ready for a comeback as an automobile racing center.

Last week, the Riverside Park Board reached an agreement with the Riverside Racing Association for rental of the city-owned area. Invited are stock car, sports car and midget races.

Motorcycle races will be staged, as in the past, by the Riverside Junior Chamber of Commerce.

THE LONG-AWAITED unveiling of Tony Parravano's fantastic current 17-car racing stable came off last Sunday over the winding 2½-mile uphill-downhill Willow Springs race course.

And it was an explosive knockout—a portent that he is the No. 1 individual race car owner in the U.S., if not in the world!

He unveiled only one-third of his stable—six cars—and one of them, a booming 281-horsepower, 2-liter Grand Prix Maserati machine, twice broke the Willow Springs lap record.

The new record is 1:41.5 and it was set by young, slight Richie Ginther of Santa Monica. It was obvious to a large turnout of aficionados that he could have bettered that mark.

HILL MARK FALLS

The old 1:43 record, which Phil Hill set in a Monza Ferrari, first fell when Bob Drake made a tour in 1:42 in the Grand Prix Maserati. Then Drake had to make a hasty exit and Richie took over.

Ginther also drove the new 4.5 Maserati, which develops 430 horsepower at 7200rpm.

Other drivers tooling the wealthy Inglewood contractor's machinery included Jack McAfee, Skip Hudson, Jacques Bellesiles, Bart Spiegelman and Dan Gurney.

Rest of the cars were a 3.5 Maserati that went out with oil trouble, a 3.5 Ferrari coupe, a 1500cc Alfa Romeo Giulietta Sprint-Veloce and a 2-liter Mondial Ferrari that went out when it sprung a leak in the gas tank.

The Formula I Maserati is the one in which Stirling Moss won at Monza, except that a new engine has been installed since then.

Among those taking in the show were John Edgar, who owns a few cars, and Driver

Jean Pierre Kuntze. Bob Oker drove Ed Savin's AC Ace-Bristol, and Ruth Levy toolled her Porsche.

Other lap times in the Parravano cars were: Hudson, 3.5 Maserati, 1:44; Spiegelman, Grand Prix Maserati, 1:47.5; Drake, 4.5 Maserati, 1:51; and Giulietta, 2:02; McAfee, 2.5 Grand Prix Maserati, 1:52; Bellesiles, 2-liter Ferrari, 1:56; and Hudson, 2-liter Ferrari, 1:56.

Tony, who supervised the operation and also drove the 4.5 and Grand Prix Maseratis, was highly elated over the entire deal.

Parravano Car Rolls

Top Drivers Go At Phoenix

PHOENIX, Jan. 10 — Top-flight cars and drivers from all over the nation will see action here in a 100-lap USCA National Championship midget auto race meet at South Mountain Speedway Sunday, Jan. 13.

Interest is centered in the No. 57 "roadster" owned by Mrs. Kay Wright, which made a sensational debut recently at Saugus.

Races start 2:30 p.m. after timing dashes at 1. A 15-lap semi-main, four 6-lap heats and 3-lap trophy dash precede the 100-lap feature.

Wilson Joins Staff



TOM WILSON

One of Northern California's most highly-regarded sports car racing writers, Tom Wilson of Niles, is the latest addition to MOTORACING's hard hitting staff.

He will cover the No. Calif. scene for this publication in the form of a letter which he has titled "Dear Gus." The first appears today on Page 7.

Wilson is former editor of "The Wheel," Newsletter for the S.F. Region of the SCCA.

Wilson will attend the SCCA National meeting at Detroit Jan. 26, and will cover the event for MOTORACING. Watch for his explosive yarns.

Reelect Pat McAfee

Pat McAfee of Manhattan Beach, wife of Driver Jack McAfee, has been reelected president of the Women's Sports Car Club. She was opposed by Viola Jones and Gloria Dearborn.

Other officers: Lee Baker, vice-president; Dottie Dickinson, recording secretary; Sunnie Baker, corresponding secretary; Daviene Warshawsky, treasurer; Rusty Oddous, press relations secretary, and Betty Friedauer, race coordinator.

Phil Hill will be guest of honor at the installation dinner-dance Feb. 2 at Fox Hills Country Club, 7:30 p.m. Invitations are in the mail.



PAT McAFEE



Racing Pow-Wow

By Maury Powell

DOTS AND DASHES ALONG THE BLAZING SPEED FRONT

ROVING THE speed scene, or scalping stuff hither, thither and yon:

We always knew MOTORACING served a double purpose, for we've received several subscriptions lately where folks from all over the nation have indicated they first saw us when unwrapping gifts originating from Concours Industries, a shop in the San Fernando Valley! . . . E. Forbes-Robinson is glowing over the receipt of naught but praise from cameramen using the new Miller Fluid-Action tripod head, which he sells between races; item was officially chosen as equipment for coverage of Olympic Games down Australia way . . . If you are interested in better-than-average movies, check with Robbie about this Miller head which smooths out the rough spots in picture taking, quoth he.

First official entrant for the 1957 Indianapolis classic is our Oldie friend, Jimmy Reece, tooling the Hoyt Machine Special; cigar-chewing Stogie Glidden will whirl the wrenches on the car owned by Fred and Richard Sommer of Indianapolis.

Motorcycle racing circles are drumming up donations to assist Billy Meier, who was struck by a car Nov. 11 and suffered a compound skull fracture . . . He wasn't expected to live, but is in a semi-conscious state and his condition improving . . . All remittances to the Billy Meier Hospital Fund should be sent to: Bay City M. Co., c/o Augie Ramos, 6245 Third St., San Francisco 24, Calif.

RICKY IGLESIAS LEAVES RAY CRAWFORD

Ricky Iglesias, Ray Crawford's chief mechanic, has left the market-and-motoring mogul to work for Bill Wagner, Seattle tycoon who races Gold Cup wave-wallopers . . . Bob Phillips, who formerly handled Emmett Malloy's Dirt-Mover Specials in Inglewood, is rumored as replacement . . . Bob Machin of Alameda, Chuck Hulse of Downey and Jim Hurtubise of Inglewood were the first USAC drivers banished for having run in an "outlaw" event not long ago in San Diego for Promotor Tom Haynes.

Pete DePaolo proved he knew what he was doing when he snatched Jim Reed, four-time NASCAR National short-track champ, away from Chevy to join the Ford stable . . . Reed looked good in scoring Jan. 1 at Gardena Stadium and likely will haul in the pennant for his new outfit . . . Chuck Daigh and Danny Eames are top mechanics in the DePaolo Long Beach setup, while Red Vogt oversees the Charlotte, N. C. operations.

WSSC SHOULD SIGN UP SATORI TOT

Peter and Claudia Satori are glowing at the progress shown by their new baby daughter, Katrina . . . Has the WSSC signed her up yet? . . . Ted Picado of the Satori sales force reports the DKW coupe de luxe's are catching on well . . . He'll also reluctantly part with a Rolls or two, if pressed . . . Mark Howard, general manager for Holiday Motors, was with Ford for seven years . . . That live-wire Holiday outfit is growing rapidly, and you can credit Dan Schwartz with much of its success.

The Triple-R pro sports car group seems to be making big strides since its reorganization . . . Arnold Krause and Whitey Theusen are spearheading the works . . . They've been working on some sort of an alliance with USAC, but methinks this will come to naught . . . ERR is run on quite a democratic setup to other speed groups . . . Members are in charge of their own rules committee; the entire board may be voted upon annually and there's no self-perpetuation; there's no nominating committee, etc . . . It's rumored RRR will move into tracks now the "exclusive" domain of CSCC within the near future . . . With many promoters from which to select, RRR seems to have settled on Oklahoma's Ray Lavelle! *

NEW SPEED RANGE FOR ROOKIES

A new speed range has been set for rookies wishing to win starting positions at Indianapolis, this being the fourth such 5mph hike since the "driver's tests" were enforced in 1936. . . . The complete test calls for 25 miles under official observation at each of the following speeds: 115, 120, 125 and 130. . . . A committee of veteran drivers and race officials then determine the rookie's fitness . . . Compare that to the first range of 80 to 110 only 21 years ago! . . . Top minimums were 115mph in '41, 120 in '51 and 125 in '54.

Speaking of Indy, it appears many drivers won't be happy unless Harry McQuinn is ousted as chief steward . . . At the recent L. A. USAC meeting, the beefs were loud and long against the former ace driver . . . He knows his stuff, they admit, but McQuinn lacks the politician's manner of getting things done . . . It's our guess the bigwigs will ask McQuinn to watch his step, but they'll likely not remove him from the post . . . At least, not this year.

Quotable Quotes

"Most drivers stink—professional as well as amateur"—Troy Ruttman, former Indianapolis winner (in Bob Hunter's column, Los Angeles Examiner).

"I understand the Cal Club is going to relent and let Tony Parravano compete as an amateur."—Lester Nehamkin, automotive photographer. (Ed. Note—This is the biggest laugh of the New Year. Tony is going all-out pro, wants nothing to do with amateurs and rightfully has nothing but sheer contempt for the Cal Club.)

"I have not received the last issue of MOTORACING. Please airmail me five copies"—A. D. Logan, Oklahoma produce king and car fancier, in a telephone conversation with MOTORACING from Tulsa!

"We hope MOTORACING gets a big box full of new advertisers."—Chuck Eastman, in his Valley Times Christmas column.

"I feel that this club, or any club, can do without 'kangaroo courts'."—Willard M. King, MG Car Club of America.

MOTORACING

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LETTERS

to the Editor

LETTER CLEARS UP BLACK-FLAGGING AT PALM SPRINGS

The following letter is printed in an effort to help clear the dispute that arose over the black-flagging of two drivers at the recent SCCA races in Palm Springs:

Mr. E. Forbes-Robinson
1626 Pueblo Dr.
Glendale, Calif.
Dear Robbie:

We wish to advise you that at a recent meeting held between the Board of Directors and several of the members of the Regional Contest Board it was determined that the reason you and Bob Oker were black-flagged during Race 6 at the recent Palm Springs event was due entirely to a misunderstanding and lack of liaison between the Chairman of the Regional Contest Board and the Race Chairman. We wish to go on record as stating that you did not start the race without permission, although that permission should not have been

Other letters on Page 5.

granted in the first instance, consequently it was necessary to black-flag you off the course.

We regret this unfortunate occurrence, and hope that it did not cause you too much inconvenience or embarrassment. We wish to thank you for the courtesy and good sportsmanship which you displayed in this matter.

Yours very truly,
SPORTS CAR CLUB OF
AMERICA
Los Angeles Region, Inc.
(Signed) Ignacio E. Lozano
President and Regional
Executive
cc: Mr. Lindley Bothwell
Dr. Karl Brigandi
Mr. Bob Oker
Mr. Charles Tillitson

TRUE BELIEVER

Tanx for putting out a swell racing rag for us sports car idiots (who can't even spell). Your sheet doesn't lack a thing and is read from cover to cover.

Keep up the good work and don't forget us true believers here in the East.

Angie Floerch
Vineland, N. J.

MOTORACING BY AIR

I look forward with enthusiasm to each publication of MOTORACING, but when it reaches me, all the news is quite dead. Would it be possible to send the issues to me air mail? I will be glad to pay the extra postage.

Keep an eye on Bill Scott. He, I firmly believe, helps make up the backbone of sports car racing. With little cash and an MGTD he has run off from some pretty tough competition.

Larry Marxer
Baltimore, Md.

HITS RALLYE WRITER

If this guy Buzz De Bardas would get off his lazy behind and go out and get some fresh news for his column, "Rallye Roundup," instead of trying to impress MOTORACING readers how clever he is in his method of running rallies, his column would be a hell of a lot more interesting. If he would stop and THINK for a moment, he would realize that only those who run rallies read his column anyway, and that those who run rallies already have a pretty good idea of how to do it. And if they don't know how they will learn soon enough by running a few and talking to those who do run them and learn the art.

But those of us who do run rallies would darn well like to read news about who is running and winning rallies; perhaps some interviews with the top guys and dolls in this field;

SPORTS CAR-TOON ★ By Bill Harmer



THE DUKE WONDERS...

WHAT DEALER is going nuts with fear that Confidential Magazine is going to do a story on him?

How serious is it between that gal sports car scrivener and the manager on an imported car distributorship?

If the San Francisco SCCA knows how unpopular that move was of moving HQ to the precincts of a No. Calif. distributor (this went over with a big bang with other dealers and distributors up north!)?

How the Westport Pharaohs of the SCCA were able to entrench themselves so solidly and sweep their slate into office again (they can't miss!)?

If the Cal Club Pharaohs are just about at the end of their rope and will the other half of the Old Guard be wiped out when their term expires?

What Southern Cal promoter was Christmas gifted with a toupee by his family?

What popular race driver is much better off than he may himself realize now that his chief mechanic has hied elsewhere?

What the end result will be of SCCA's granting permission for its cars and drivers to participate in Florida road races staged by NASCAR's bossman, Bill France, even with the proviso that neither SCCA nor NASCAR be identified with said event?

How high did Pete DePaolo have to go in order to switch Jim Reed, four-time NASCAR National short-track champ, from Chevy's camp into the Ford family?

If the amateurs are on their way out now that ERR (Road Racing Register) is beginning to operate in a sensible and high-classed fashion?

What English driver endeared himself to a sports car radio program and listening audience for his refusal to acknowledge a MOTORACING trophy award which he accepted at the Start-Finish party-New Year's Eve?

What is the reason for the real quick-switch of Gordon Cooper for Cam Cooper on the CSCC "Old Guard" slate and why not Jackie Cooper, Gary Cooper or any other Cooper?

Who cleans up on the case of Scotch that "Doc" Karl Brigandi is a cinch to lose when the new SCCA prexy turns out for events 100%?

If the Italian Government will come up with enough loot in the bank (U. S.) by Feb. 1 to guarantee the Monza deal?

and news of coming rallies or ones just completed.

We're sure that if O' Buzzy can't write such a column, then the Editor of MOTORACING can find someone that will. One thing is certain, Buzzy is no credit to a wide-awake and up-to-date, publication like MOTORACING.

Yours for bigger and better Rallye news coverage.

Kenneth Wood
Los Angeles 27

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WEST COAST SPORTS CAR JOURNAL

THE OFFICIAL MAGAZINE OF THE CALIFORNIA SPORTS CAR CLUB

EDITOR

Richard 'Shawie'

ASSISTANT EDITOR

Bill Corbett

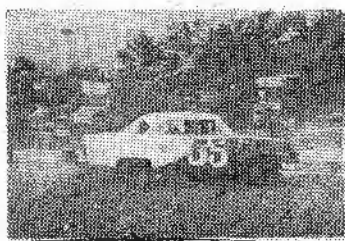


Photo by Joe Weissman
Jerry Mackey, the 1955
rally on the outside of the 5th
mountain Ranch.

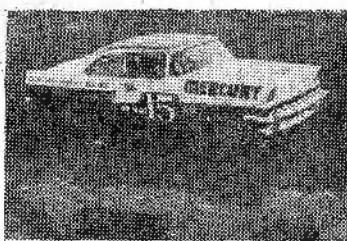


Photo by Joe Weissman
Sam Harkness, who checked Ray
a 1955 Mercury, and Bill Corbett
second place behind Troy Rottman
who led most of the race in a 1955
Ford.

PHOTOS TAKEN by Joe Weissman, president of Calif. Sports Car Club, for West Coast Sports Car Journal, recently selected official magazine for club. Below: Weissman listed as publisher in last February issue. He is currently listed as one of the directors of WCSCJ Corp.

WEST COAST SPORTS CAR JOURNAL, INC.

4930 VENICE BLVD.
LOS ANGELES 19, CALIF.

PUBLISHER Joe Weissman
ASSISTANT EDITORS Rick Hall
Art Evans

Editorial

(Continued from Page 1)
Weissman as publisher. Then his name was dropped. Please note above.

Now it develops that Weissman is listed as one of the three directors in the articles of incorporation of West Coast Sports Car Journal, filed with the County Clerk Nov. 30, 1955, and endorsed filed in the office of the Secretary of the State of Calif., Nov. 23, 1955.

This was duly noted by the writer in the Corporation Dept. of the County Clerk's office.

Weissman is president of the Cal Club, whose Board of Pharaohs recently decided to make this mag the club's official publication.

Weissman is up for reelection. Five of the six outgoing Pharaohs are running again on the "Old Guard" slate. You see, according to the by-laws, which practically nobody has ever seen, the six outgoing members each year can run again if they so desire. The incumbents can run AGAIN AND AGAIN AND AGAIN.

That is why Bill Pollack and others have been in there since 1952. Pollack is among those "choosing to run again."

In addition to these five, the club's Nominating Committee, headed by Ray Frug, who also was chairman in 1955, came up with four other names.

They fouled up on one name and had to send out a complete new ballot. Postage, labor and material must have cost \$100 of YOUR money.

These nine names comprise the Cal Club's slate. We have nothing against them personally. Some of them are pretty nice guys.

But new blood is needed to supplant those who are swollen with importance and power. It will take a political or violent revolution to kick the "Old Guard" out.

There is a chance, how-

ever—although it is a slim one. You do have one chance—by placing the names of SIX WRITE-INS on the right side of the second (pink) ballot you have received from the Cal Club.

By bringing in a "Reform Ticket" it will be the start of THE BROOM—to sweep OUT and elect a new Board that, first and foremost, must give the general membership a voice, however small, in the organization.

MOTORACING has taken the initiative in arousing members to the importance and necessity of a "Reform Ticket." After last issue's editorial, we have been flooded with letters backing our stand. Some of them are printed on Page 5. It was impossible to print them all.

THERE WAS NOT ONE SINGLE LETTER subscribing to the present Board of Pharaohs. We will take an oath on that.

This "Reform Ticket" is printed on Columns 1-2 in a box on Page 1. These are our recommendations. Select six of the eight names. THEY MUST BE WRITE-INS placed on the right-hand side of the ballot.

Ballots must be received by the Cal Club on or before Jan. 31. Some of the more disillusioned have written in and said they were so fed up they honestly couldn't expect an honest count.

We believe this thought is completely haywire. The Women's Sports Car Club will count the ballots. We have assurances everything will be on the up-and-up.

Your powers of resistance must not be atrophied if this campaign is to succeed. Check those recommendations on Page 1, select SIX WRITE-INS and mail in your ballot.

Other members of the "Old Guard" will be dealt with when they unquestionably

MOTORACING EXCLUSIVE:

A CONFIDENTIAL REPORT ON THE SECRET CHAPTER OF TR HISTORY

By Bob Clay

The sports car world has been under the assumption, and quite naturally so, that the Triumph TR-3 immediately followed the TR-2. No so. In between came the TR-uck, truly a weird bolide.

This ungainly auto, in reality a midget moving van, gave promise of becoming the first production dual-purpose sporting lorry since the legendary 'leven liter Bentley. Word of this fantastic machine, however, never got back to the large-toupees in Coventry.

Never got back to? Well, then where? Right here in this country. The TR-uck, you see, was born in that medieval brewing hamlet on the banks of Lake Michigan, a conservative old burg where they still stare at sports cars.

HEY—AN IDEA!

It all began several months after the TR-2 became a part of the Chez Clay menage. Having come up with the completely unique idea of moving to Southern California, spouse Pat, six-month-old Jeff, and the author were discussing the move.

Suddenly, there was this idea

CHOOSE TO RUN AGAIN at the expiration of their two-year term next year. This is only a starter.

Nor has MOTORACING been the only one opposed to the "blackout" policy of the CSCC. Frank Alten, in his KBLA Motor Classics radio program, has taken some terrific blasts at the club during the past fortnight.

"Doc" Hoppe, in her Montrose Ledger motor column, also has been giving them a walloping.

The mounting opposition, as noted, too, by the letters on Page 5, is frightening!

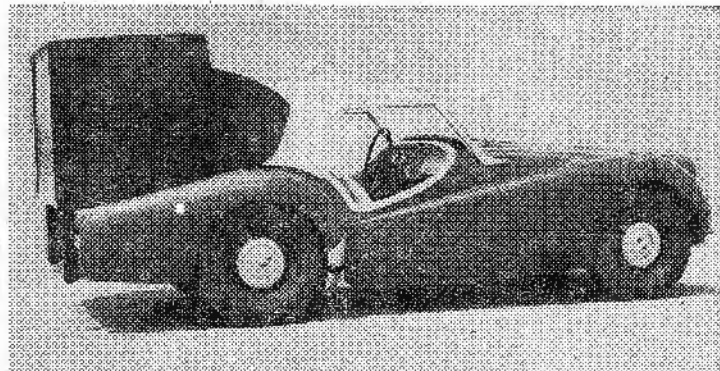
The passive resistance attitude of many members, who squawk and squawk but do nothing more, must end.

Diogenes, when asked what he would take to let a man given him a blow on the head, said, "A helmet."

All the Cal Club members need helmets.

If the "Old Guard" goes back in, then I, personally, have only this to say to members:

"You deserve each other!"



UNIQUE TR—TR-UCK VERSION

of building a box around the luggage-boot opening to help haul our belongings. Thoughts strayed to a sleek, station-wagon-type of appendage, but time ruled that out and the "uck" came into being.

A wood-framed, plywood-covered, box-like affair of 19 cu. ft. capacity, the "uck" fit into the boot opening with the boot lid removed. Its front portion rested on the tops of the mud-guard wells and the back was supported by 2"x4" uprights bolted on in place of the bumpers. Held on by only six bolts, the "uck" could easily be removed; and with the boot lid and the bumpers replaced, it would not be told from any other TR!

For its 2328-mile initial test run, the TR-uck was loaded with approximately 400 weight of freight, reducing road clearance to less than four inches. The trip was uneventful, but the misplaced center-of-gravity and the additional side area somewhat depreciated the car's sterling handling characteristics.

"UCK" RETIRED

This, plus the unsporting unsightliness of the "uck" and the bloody bother of putting it on and taking it off, convinced the author not to press Triumph to place the model in production.

Yet, now that the "uck" has

been permanently retired to young Jeff's bedroom, converted to a fairyland castle, one has memories only of the TR-uck's many endearing qualities and the jolly good show it afforded.

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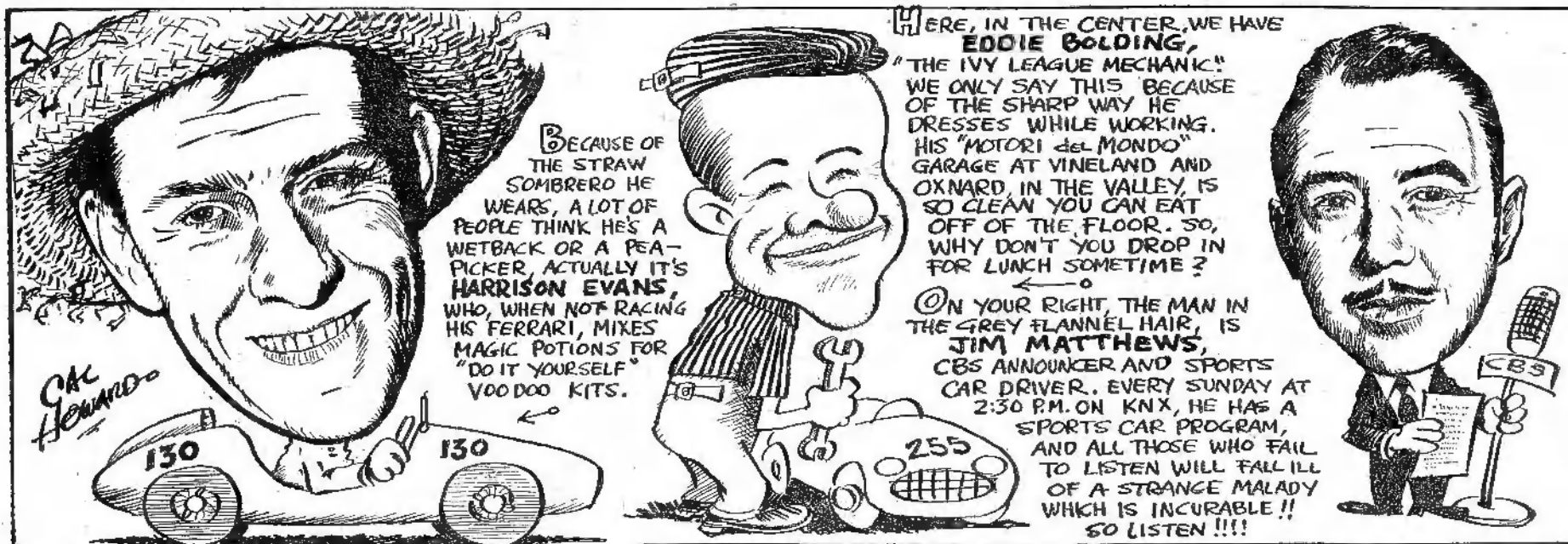
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By Cal Howard



• Checkered Flag

By Art Lauring
Los Angeles Times Columnist

HARD TO FIGURE SANCTIONED AND UNSANCTIONED BUSINESS

THIS MAY be a new year but the infant '57 just hatched from Time's own cradle, wears deep lines of his pink little kisser . . . to judge by headlines and by-lines.

In the sportster balliwick the CSCC has pulled out of the Council. Ergo: the Council, listing some 15 racing dates for '57, calls the Cal Club's ventures "unsanctioned" and puts a "sanctioned" good housekeeping seal on SCCA events. What this sanctioned-non-sanctioned business means is hard to assess.

For instance: would a Cal Club driver-member, performing in a non-sanctioned meet be barred from racing in a "sanctioned" SCCA laphup? If there are fangs in the Council edict and the Cal Club is truly a pariah, then methinks there will be a few, if any, performers at events other than those staged by the CSCC. After all, the latter organization has the largest driver membership on the coast.

The second bothersome item is the scheduling, tentative or otherwise, of approximately 15 racing dates. If the scheduled agenda comes to pass, both machines and drivers (not to mention pit poeple) will do nothing but prepare, race, patch, mend, prepare and race again!

IT TAKES MONEY

There are a few who have the time and money to afford such a routine. But the majority that comprises the pack of spear-carriers during races must pay a wee bit of attention to this business of earning a living. Also their production jobs are combination cars—they race 'em and use 'em for marketing.

For the past several years your pundit has been pleading for an agenda of no more than eight races per year on the regional scene. It would be more feasible, to have a pair at Santa Barbara; two at Paramount, two at Pomona and two in Palm Springs. The schedule released by the Council lists several meets at San Diego. The last show there was disappointing from both participant and spectator viewpoints. The dusty airport was no Torrey Pines.

In every program is inscribed the warning: "Racing is Dangerous!" Herewith is a warning to officials: racing is also deadly—to the pocket-

book! The lads and lassies will do everything pour le sport—but there will come a time—and soon—when they will have to pass up participation in favor of job-holding, house-keeping and plain old eating!

AN OPEN LETTER

PARTS BIN: . . . This can be construed as an open letter to Bill Parker, Chief of the Los Angeles Police Department; Sheriff Gene Biscailuz and Bernie Caldwell, Cal Highway Patrol Chief: Gentlemen: Your perturbation in regard to the rising accident toll is both understandable and commendable. The twin Holiday weekend seances were grim and gruesome with more than 700 fatalities pegged for the United States.

This writer goes along with you when you press for more citations, more officers and a "tougher" attitude toward irresponsible driving. However why not take a constructive step toward accident prevention? The life insurance companies, methinks, could successfully step into the breach. When they sell a person insurance they are concerned with only whether the prospective customer can (a) pass a cursory physical examination; (b) whether said customer guarantees that he or she will NOT participate in any aerial flights as pilot or crew member! Not yet has an insurance company asked the really important question which is: how many moving violations have you been cited for in the past year, five years, 10 years?

BAN THE GOONS

Does it make sense for an insurance company to risk thousands of dollars worth of policy pay-off on a guy or doll whose driving record is blacker than the ace of spades? If the life insurance people, supplied with information from you, would put risk-premium hikes on bad drivers, it could force some of these mechanized goons to behave themselves.

And while on this accident kick, why not also admit the following: during the Christmas Holiday almost 50,000,000 vehicles were on the move in this nation! For the most part the weather was horrible—ice, snow, slush. Considering the incredible passenger-mile operation rolled up it is a miracle that the deaths were so FEW!



NEW FLINTRIDGE DKW UNVEILED — The new Flintridge DKW Darrin Mark II Sports car, produced by Flintridge Motors, is causing a real stir in the sports car field. According

to Henri Lindsey, president of Flintridge Motors, "Retail sales of the new Darrin Mark II were made as early as three hours after its unveiling." It has a 5 to 6 passenger capacity.

CALENDAR

JANUARY
12—L.A. Region SCCA Awards Dinner, 8 p.m.
13—USAC Midget Auto Race, So. Mountain Speedway, Phoenix, Ariz., 12:30 p.m.

13—Argentine Grand Prix, Buenos Aires.
19-20—CSCC Sports Car races, Pomona Fairgrounds.
20—1,000 Kilometer Race, Buenos Aires.

20—T. C. Motoring Guild, Pomona race caravan, breakfast, Sunset and Gower, 8 a.m.
27—Argentine Formula Libre (May be in Uruguay).

26—Jag Owners' Assn., 1st annual dinner-dance, Nickabob, 8th & Western, Guests welcome.
26—Annual National SCCA meeting, Sheraton-Cadillac Hotel, Detroit, 1:30 p.m.

FEBRUARY
2—Women's Sports Car Club, installation dinner-dance, Fox Hills County Club, 7:30 p.m.
3-17—Eighth Annual NASCAR International Safety and Performance Trials, Daytona Beach, Florida.

10—National Sports Car Day, Smyrna Beach Airport Course, Course, Daytona Beach, 95-mile feature.

MARCH
16-17—San Francisco Region SCCA Sports Car Race, Stockton.

23-24—CSCC Sports Car Race (location to be announced).
23-24—12-hour Sebring Race, Florida.

JALOPY RACES—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood; **DRAG RACES**—Sundays: Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley.

Call Sports Car Information Center EM. 2-4157 for further info on events listed in this calendar. Out of town inquiries may be sent to Jim Matthews, CBS Radio, 6121 Sunset Blvd., Hollywood 28, Calif.

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Why the Calif. Sports Car Club Needs Revamping

EDITOR'S NOTE—This is a sampling of letters received from MOTORACING readers on the upcoming election of the California Sports Car Club. Writers were unanimous in backing "Reform Ticket" recommended by this publication. Please see editorial and WRITE-INS recommended by MOTORACING on Page 1.

COMPLETE AGREEMENT

With your fine editorial re the CSCC, I am in complete agreement. I only wonder if you haven't gone so far down the road in name-calling that this worthy crusade may not have lost some of its punch.

You have missed two points regarding the by-laws of the Cal Club. First, the method of selection of the officers is satisfactory only for a corporation, wherein an office, once vacated, must be filled in the shortest possible time without recourse to a vote of the stockholders. For a club to follow the corporate procedure whereby the Board of Directors, or Governors, APPOINTS the officers is undemocratic. In the last National Election, Ike got the overwhelming support of the people yet the Democratic Congress would have APPOINTED Stevenson under the Cal Club set-up.

Even in a Corporation, the stockholders have the right to vote for a firm of independent auditors to go over the corporate books to make sure their interests are not being squandered, misused, or dishonestly appropriated. Now, what kind of an organization is it which can tolerate a situation wherein an official of the organization ALSO audits the books, and public pressure is all that produces a statement of condition for the members or stockholders?

Sincerely yours,
ARTHUR CONNELL
Pasadena 8, Calif.

OFFENSIVE SMELL!

Much political hay has been made of the term "Government by Crony," yet here we have it right under our CSCC noses and I for one find the smell offensive.

I may have the wrong idea of a "club" but somehow what goes with the CSCC is a far cry from the dictionary definition.

While the attached bill of particulars is far too long to publish it might provide future editorial material.

I sincerely hope that the rest of the membership has the guts and the gumption to show by their votes that political tyranny is evil, be it in Hungary or the California Sports Car Club.

Please do not publish my name since I'm a driver and with our present level of corruption I'm quite sure that reprisals either at T.I. or through the black flag would be a foregone conclusion.

Yours truly,
(Name withheld by request)
Los Angeles

BOUNCE PRESENT BOARD

My cup is brimming! All that's necessary to make it run over is the success of your campaign to oust the legalistic dominance of the CSCC by its one-man-run Board of Governors.

At present, being far removed from the scene, I am inactive but along with many others I have a long memory. We can remember when the club was a CLUB not a marionette to be manipulated by one man with political ambitions. Further, our long memories go back to

when this president was appointed, not elected, to fill a vacancy on the board. We also remember when the membership was kept informed of board decisions and we knew the state of financial affairs. Then we were most often broke but we staged darn good races on borrowed money and we had a lot of fun just being members. Now the CSCC is rich, just how rich we probably never will know. Nor are we likely to ever learn how rich it could have been had not lavish "expense" accounts depleted the treasury. How else to explain the 100% hike in dues. Speaking of which does the club president still own a controlling interest in the West Coast Sports Car Journal? And how does it happen that small chapters of the 4 banger club can put out a real newsletter without having to subsidize a failing publication?

If I sound bitter it's because I am. I knew the club "when" . . . and I'd like nothing better than to see it once more a club for its members. It's a source of real regret that my membership has long since lapsed and I can't vote for your slate of write-in candidates, they have my every wish for success.

Sincerely,
DAVE BALDWIN
Rapid City, South Dakota
P.S. If the present board is bounced I'll rejoin even from up here!

LAUDS OUR CAMPAIGN

Congratulations on your campaign to let a little daylight in backstage of the California Sports Car Club.

This is the sort of journalism by which every good newspaper justifies its existence. I am delighted to see that you were not afraid to raise a ruckus.

I need not add that all of us here at the station will give our colleague Jimmy Matthews every bit of support we know how.

Happy New Year.

Sincerely,
ROBERT P. SUTTON
Program Director KNX
Hollywood, Calif.

OUST THE PHARAOHS

The San Francisco Region, SCCA, election was conducted on a pretty rotten basis. More like the California Sports Car Club than the North.

We are all pulling for the MOTORACING slate to oust the CSCC Board of Pharaohs. What a stinking mess you have down there.

God help them here if Tom Wilson reports any slips on their part, as when Tom calls a spade he calls it.

Best of the best for your continued success.

Cordially yours,
(Name withheld by request)
San Francisco

'OMNIPOTENT OOM'

Can't resist telling you again how nice a job you've done with MOTORACING in the first year. This latest issue really is an achievement both in advertising lineage and in editorial potency . . . ingredients any newspaper that wants to

survive must have.

I don't always agree with what you have to say but as long as you come up with such priceless gems of phraseology as "Omnipotent Oom" you can count on me as a steady reader!

Best of luck to all you guys and gals in the New Year . . . I think you've got it made now.

Sincerely,
CHUCK EASTMAN
Sherman Oaks, Calif.

HE HATES DICTATORS

Hurrah for your (our) side. It sure does my heart good to see your paper stand up against the CSCC Board of Pharaohs.

I've been reading MOTORACING for quite some time now and it's beyond me how the members of the CSCC have taken the (deleted) stuff the High Priests have handed out all this time.

If your suggested write-ins don't win the coming election, then the members of the CSCC are a bunch of sheep that deserve to be led around by the nose.

I am not a member of any sports car club and I don't own a sports car (yet). I'm just a fan on the sidelines that hates to see dictators operating so openly in America.

I don't care if you print this just as long as somebody reads it. I just had to get my 2 cents in.

BOB RICHARDS

Garden Grove, Calif.

P.S. More power to your fine paper.

REAL CSCC BLAST!

Here's healthy pat on the back for all the reporting done in the past year with an extra pat for the editorial on CSCC

Board recommendations. You see, I had my eye on membership and entertained visions of a week-end of dicing once in a while when I could afford a shot in the forepaw and a change of plugs for our little Coventry Cat. All my hopes, however, have been pretty well dashed to pieces on the rocks and shoals established by the omnipotent clan that reigns.

No, I never had ideas of trophies on my shelf, just a little dicing. Of course there are always time trials but the idea of trying to out-accelerate and out-corner a time clock just isn't the same.

Getting back to the Cal Club, it seems that anything different would be better; if it got any worse, it would be complete annihilation, which would also be an improvement.

Another thing that comes to mind, while I'm beating the drum, is the issue of pros and (excuse the word) amateurs. Why not let them mix? It would just be legalizing what is already going on and maybe even ease the situation a little bit. In closing I'd like to cast my vote for Rudy Cleye for the biggest clod of the year.

Sincerely,
CHARLES NELSON
(hanging on the fence)
Torrance, Calif.

FORDS CLEAN UP

Driving a '56 Ford, Jim Reed, four-time National champion, won the 150-lap NASCAR late model stock car feature last Jan. 1 at Gardena's 1/4-mile oval. George Seegar and Bill Amick took second and third to make it a clean sweep for the Fords.

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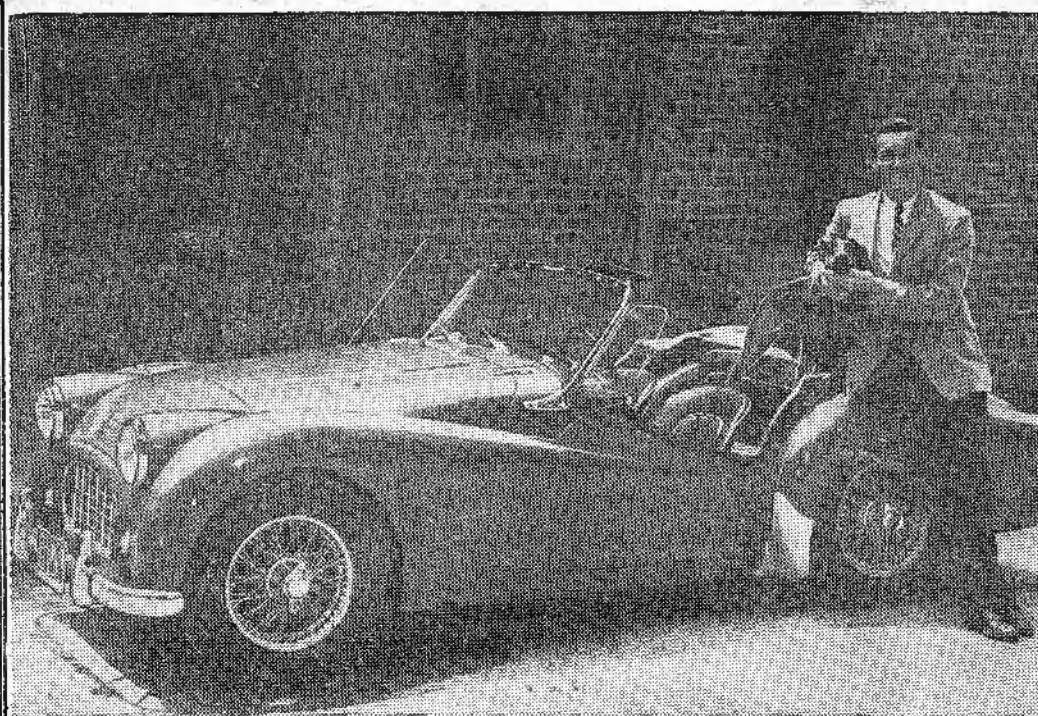
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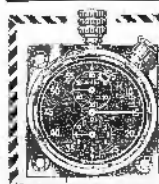
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Winning Rallye Techniques

By Gail Ann Holden

1956 SOCSOC CHAMPION NAVIGATOR

NECESSARY PROCEDURE IS
BASICALLY VERY SIMPLE

(EDITOR'S NOTE—This is the first article of a series. Others will appear in future issues.)

MANY NEW rallyists become terrified by the apparent complexity of a navigational event. They see cars equipped with a variety of fancy mechanical gadget and navigators buried under reams of paper with pencils and slide rules flying. Yet the necessary procedure is basically very simple. The fewer gadgets employed the more fun it is to rallye and the easier it is to win.

The best rallye equipment today consists of one driver, one navigator, one mechanically sound automobile and the following six items: 1) A trip mileage indicator which is calibrated in tenths or hundredths of a mile; 2) an accurate watch; 3) an eight-inch Binary-type circular slide rule; 4) a large clip board; 5) 8 1/2 x 11 lined paper and 6) a number of sharp pencils with erasers.

The system of navigation which has proven most successful requires only the above items and is probably the simplest method used. While it is true that a basic knowledge of mathematics can be helpful to a navigator, such a background is not necessary in order to learn and follow this navigational system.

DRIVER & NAVIGATOR—A TEAM

There has been a lot of discussion among rallye enthusiasts about the relative importance of the driver and the navigator.

Attempts have been made to weigh this importance on the basis of the amount of work performed by each. It is generally believed by the navigator that he is the more important because it is he who performs the mental effort. The driver usually feels that his job of following the route, battling traffic, maintaining average

speeds over tortuous roads, requires more work.

Both driver and navigator perform important functions as a team. Each must depend upon the other. A good driver alone can place in about the upper 25 per cent on a navigational rallye. A good navigator can place a good driver in the winner's circle. But a good navigator teamed with a poor driver is helpless; he can calculate accurately until he is blue in the face and keep his driver on schedule traveling X miles per hour over the wrong road.

DIVIDE THE WORK

It is important for both driver and navigator to realize what is required of the two of them as a team. Individual responsibilities must be determined with respect to each team member's particular aptitudes and abilities. The division of responsibilities will be different for nearly every driver-navigator combination. But it should be arranged by each team so that neither driver nor navigator is doing more work than the other.

There are certain functions which must be performed by every driver and certain other functions which are the duties of each navigator. The most important responsibility of the man or woman behind the steering wheel is safe driving. The next is following the course. Maintaining given average speeds ranks third in importance.

KNOW INSTRUCTIONS

The navigator's foremost duty is making sure that his driver knows the instructions. Next he must tell the driver if they are ahead of schedule or behind schedule—and how much. Then, when he has time, he may assist his driver in watching for turns.

Any of the other odd jobs—such as setting the watches, re-

The Big Winners

You — MOTORACING's readers — selected by ballot the eight owners and drivers, shown on these two pages, for top performances in 1956 West Coast sports car racing.

The big MOTORACING trophies were presented New Year's Eve at the gala Start-Finish party held at the Clarion Club in Hollywood.

Presentations were made by MC Ed Ness. Charles Mac Loane was program chairman. The winners:

Best over-1500cc car—John Edgar's Ferrari.
Best over-1500cc driver—Carroll Shelby.
Best under-1500cc car—Lotus (Jay Chamberlain).
Best under-1500cc driver—Ken Miles.
Most under-rated driver—Bob Drake.
Most improved driver—Richie Ginther.
Most outstanding personality—Johnny Porter.
Greatest contribution to the sport—General Petroleum Corp. (Dick McEntyre).

COUNCIL ANNOUNCES 1957 RALLYE LIST

Rallyes and other events, exclusive of races, sanctioned for 1957 are as follows, according to the So. Calif. Council of Sports Car Clubs:

FEBRUARY
24—San Diego SCC, Don Diego Championship Rallye.

MARCH
10—LA SCCA, Spring Championship Rallye.

APRIL
14—Orange County SCC, Gymkhana.
20-21—MG CCA, English Trials.
27-28—Lockheed SCC, 24-Hour Championship Rallye.

MAY
11—San Fernando Valley FCC, Frugality Run.
18-19—SD SCCA, Open Bensenada Rallye.
24-25-26—Long Beach MGC, Championship Rallye.

JUNE
22-23—Compton FCC, Championship Rallye.

JULY
6-7—Santa Barbara FCC, Open Rallye.
13-14—Northrop SCC, Championship Rallye.
27-28—El Camino Concours.

AUGUST
4—Singer Owners Hill Climb.
11—Long Beach Douglas SCC, Championship Rallye.

SEPTEMBER
7-8—San Fernando Valley FCC, Championship Rallye.
14-15—Pacific SCC, Time Trials.
29—Morgan Owners' Hill Climb.

OCTOBER
5-6—Santa Monica Douglas SCC, Desert Championship Rallye.
12—Western SCC, Open Night Rallye.
27—Palomar SCC, Open Rallye.

setting the mileage indicator, watching for livestock—may be done by either the driver or the navigator.

(Next article we will begin explanation of the simple navigational technique currently used by leading rallyists).

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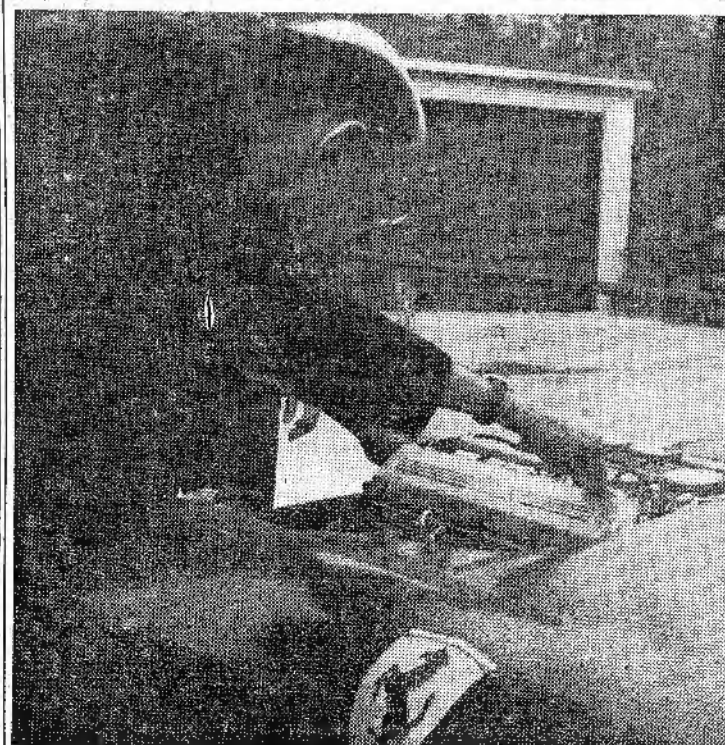
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Eight Honored By MC



MOTORACING READERS voted John Edgar's Ferrari the best over-1500cc car for 1956. He raced a 4.9 and 3.5 at various times. Here, Edgar peers into the powerplant of one of his Francing Horse machines from Italy. He's now a Maserati man.



CARROLL SHELBY
Best Over-1500 Driver



BOB DRAKE
Most Under-rated Driver

MARSH PRESIDENT

Joseph W. Marsh has been elected 1957 president for the San Diego Region of the Sports Car Club of America. Other officers are David F. Reed, vice-president; Alan Wilson, secretary, and Gene Kopecky, treasurer.

He also won trophy emblematic of 1956 Sports Car Driver of the Year, presented to him by the So. Calif. Service Stations Dealers Assn. Award, for achievements on and off the course, was presented by Donald S. Doner.

TOLAN CAPTURES MIDGET FEATURE

Johnny Tolan, ex-National midget race champion, triumphed in the 100-lap USAC midget auto race last Dec. 29 at Bonelli Stadium, Saugus. He won \$450. Len Sutton was second, Troy Ruttman, third.

CARAVAN TO POMONA
The T. C. Motoring Guild kicks off its membership drive for 1957 with a caravan run to the Pomona road races. MCTC, TA and other early model MG roadster owners are asked to meet at the Copper Skillet, Sunset, at Gower, for breakfast Sunday, Jan. 20. Departure time for Pomona is 9 a.m. Monthly meeting is set for 8 p.m., Thursday, Jan. 24, at Jim and Gloria Bradson's, 381 Rosita Lane, Pasadena.

VOLKSWAGEN — PORSCHE

SALES

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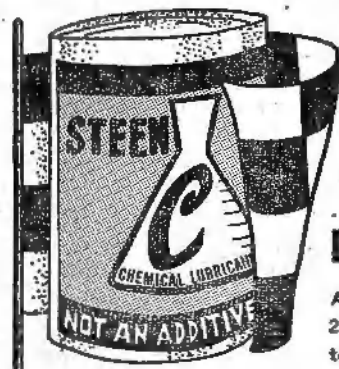
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—Vignolle & Powell

d John Edgar's Ferrari the best raced a 4.9 and 3.5 at various the powerplant of one of his taly. He's now a Maserati man.



BOB DRAKE
Most Under-rated Driver

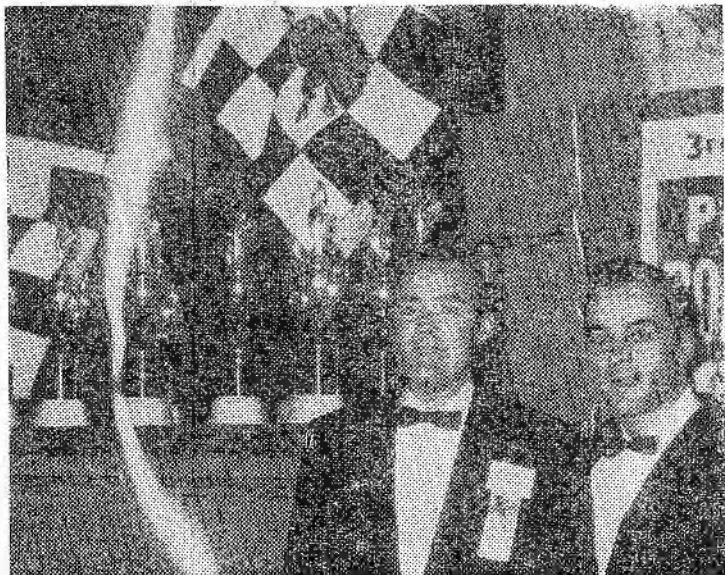
He also won trophy emblematic of 1956 Sports Car Driver of the Year, presented to him by the So. Calif. Service Stations Dealers Assn. Award, for achievements on and off the course, was presented by Donald S. Doner.

TOLAN CAPTURES MIDGET FEATURE

Johnny Tolan, ex-National midget race champion, triumphed in the 100-lap USAC midget auto race last Dec. 29 at Bonelli Stadium, Saugus. He won \$450. Len Sutton was second, Troy Ruttman, third.

CARAVAN TO POMONA

The T. C. Motoring Guild kicks off its membership drive for 1957 with a caravan run to the Pomona road races. MGTC, TA and other early model MG roadster owners are asked to meet at the Copper Skillet, Sunset at Gower, for breakfast Sunday, Jan. 20. Departure time for Pomona is 9 a.m. Monthly meeting is set for 8 p.m., Thursday, Jan. 24, at Jim and Gloria Bradson's, 381 Rosita Lane, Pasadena.



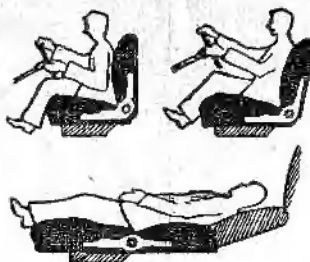
—Gene Simon
CHARLES MAC LOANE, program chairman (left), and Terry Hall of the Clarion Club, where MOTORACING's 1956 trophy awards were made at gala New Year's Eve party. Handsome trophies are seen in background. That's fluorescent serpentine streaking at left.



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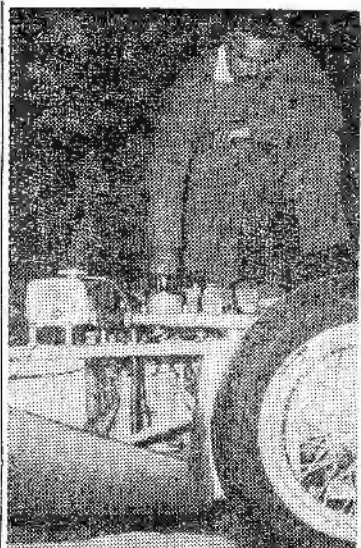
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ANOTHER SAVIN

Continued increase in sales and service of imported automobiles has resulted in the second big expansion move within the last 90 days for Savin & Sons, East Los Angeles foreign car dealer.

Latest addition is the opening of service and parts facilities and a body shop at 2315 East Fourth St., adjoining the Fourth and Soto Street headquarters operated by Ed Savin.

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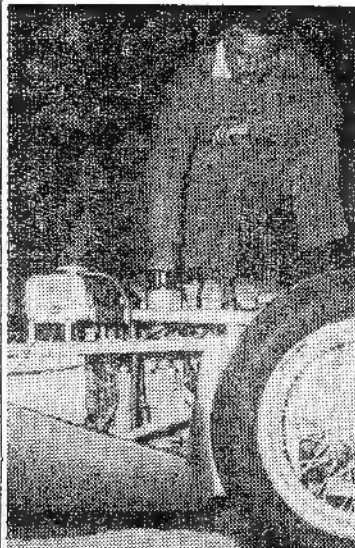
—Gene Simon
C LOANE, program chairman (left), and Terry
rion Club, where MOTORACING's 1956 trophy
ade at gala New Year's Eve party. Handsome
an in background. That's fluorescent serpentine
t.



GREATEST CONTRIBUTION to sport trophy went to General
Petroleum. Dick McEntyre, GP executive (left), receives award
from Ed Ness, master of ceremonies.



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1500 Driver



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Lotus Best Under-1500 Car



RICHIE GINTHER
Most Improved Driver



JOHNNY PORTER
Most Outstanding Personality

24 Coast Races on Calendar for 1957

Twenty-four sports car races, staged by the Los Angeles, San Francisco and San Diego Regions of the Sports Car Club of America and the California Sports Car Club, have been scheduled from San Diego to Arcata, Calif., for 1957.

Since the Cal Club bolted the So. Calif. Council of Sports Car Clubs, its races are listed as unsanctioned. The club has carded eight races.

An equal number has been slated by the SF Region of the SCCA. Stockton is believed set for Mar. 16-17, with other hopeful sites including Sacramento (2 races), Santa Clara Fairgrounds, Arcata, Santa Rosa, and Buchanan Field. There is nothing new on the course near Fort Ord, supplanting defunct

1956 Championship Clubs Point Standings—1. Douglas, Santa Monica; 2. Long Beach MG Club; 3. Compton FCC; 4. Lockheed SCC; 5. Kern County SCC; 6. Santa Monica FCC; 7. Douglas, Long Beach; 8. LA SCCA; 9. Pacific SCC; 10. San Diego SCC; 11. San Fernando Valley FCC; 12. Arrowhead FCC.

Pebble Beach.

Eight dates have been announced by LA Region of the SCCA, and three by the San Diego Region. These have been sanctioned by the Council.

1957 RACING CALENDAR
JANUARY
19-20—CSCC, Pomona.
MARCH
16-17—SF SCCA, Stockton (site indefinite).
23-24—CSCC.
APRIL
6-7—LA SCCA, Palm Springs.
20-21—SF SCCA, Sacramento (?)
MAY
4-5—SD SCCA.
18-19—CSCC.
25-26—SF SCCA.
JUNE
8-9—LA SCCA, (Santa Barbara ?)
15-16—CSCC.
29-30—SF SCCA.
JULY
6-7—SD SCCA.
20-21—CSCC.
AUGUST
3-4—SF SCCA.
17-18—LA SCCA.
31—Sept. 1—CSCC.
SEPTEMBER
7-8—SF SCCA.
21-22—LA SCCA.
OCTOBER
12-13—SF SCCA Sacramento (?)
19-20—CSCC.
NOVEMBER
2-3—LA SCCA, Palm Springs.
16-17—SF SCCA.
23-24—CSCC.
DECEMBER
7-8—SD SCCA.

New Location For Bill Corey

Bill Corey Engineering Co., sports car service specialists, announces its move to 161 West Colorado St., Pasadena. Formerly located at 110 East Holly St., Pasadena, the service center was obliged to expand to larger quarters as a result of increased service demands. The new center will occupy 6000 square feet of service area.

Corey, veteran author, lecturer and service editor for Road & Track magazine, said, "We will be equipped with the very latest of electronic devices for testing. These will include a new oscilloscope, synchograph, Clayton chassis dynamometer, as well as other modern equipment we have added throughout the years."



No. Calif. Dope

Dear Gus

By Tom Wilson

SCRIBE TELLS OF DAINTY
GOINGS-ON UP NORTH

DEAR GUS:

I missed you at Palm Springs but I heard a rumor that you were hosting the whole wide world in "The Fellowship Tent" and I didn't want to interrupt any big deals among the Kingmakers so I spent two days watching Jim Kimberly getting acquainted with the Western members of SCCA, from the top of his service truck—all by himself. That guy sure got around—I couldn't find two guys who met him during the races—or dared to try.

Say, Gus, did you get a load of that slate of officers that was nominated for SCCA National. The ones who were nominated by petition were given the subtle hint that they would save a lot of time and trouble if they declined and certain ones who served in 1956 were just simply bumped. So the peasants will be given a slate of one candidate for each office—take it or leave it—the Great White Father knows what is best for his children—and himself.

In 1955 there was a great uprising among the members and the reform slate headed by Jim Kimberly was nominated by petition and elected. It was the voice of the people—now M. G. Dellow, the little guy who always finishes last in Class G production, would be remembered; The Bite would be abolished and there would be at least five National races on the West Coast. What a laugh . . . they thought of the little guy alright, his MG will now carry bumpers, windshield, mufflers, and roll bar and if the contour of his car should, by any misfortune,

change during a race—he will be disqualified at once. I have seen several MGs totaled and the best piece of salvage was the windshield which was left in the pits. We are being bit by a monster of our own creation. If the general membership of SCCA takes this laying down, they deserve just such a deal!

PETITIONS DUE

But—there are rumors that petitions will be circulated to all regions and the by-laws will be changed before the 1957 elections. Each region shall elect a delegate to a National Board of Governors and this Board will elect the officers and also hire the various paid personnel. Boy! would that be a deal? It is the only possible way that the many small regions will ever have a word in the running of the organization.

As you may have heard, The San Francisco Region of SCCA elected a reform slate dedicated to economy and their first economy move was a scarcity of news but here are some of the developments to date.

The Region office was closed and headquarters were moved to 2001 Van Ness Ave., a sports car sales room. This is a very popular move with the various other dealers who are members. Also, the original office was established by a vote of the assembled membership and there is a question whether their vote is also necessary to make such a change. I'll keep you posted.

Bob Hill has been asked to fill the Assistant Activities Chairman job but R. E. Jimmy Orr is very silent about (Cont. on Page 10, Cols. 4-5)

1957 HEADQUARTERS

FOR

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ANOTHER SAVIN EXPANSION

Continued increase in sales and service of imported automobiles has resulted in the second big expansion move within the last 90 days for Savin & Sons, East Los Angeles foreign car dealer.

Latest addition is the opening of service and parts facilities and a body shop at 2315 East Fourth St., adjoining the Fourth and Soto Street headquarters operated by Ed Savin.

Seven employees work at the new shop, which embraces 12,000 square feet.

The earlier expansion saw the opening of another imported car agency at Atlantic Blvd. and Eagle St., under the direction of General Manager Ted Block, Renault sedan race pilot.

Savin handles the Triumph, AC Ace, Alfa Romeo, Morgan, Hillman, Renault and Rapier imported cars.

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Women's Sports Car Corner

By Gloria Dearborn

NEW SCCA SEC'Y.
HAS TOP RACE
BACKGROUND

SOMETHING NEW has been added to the Southern California sports car picture. A WOMAN has been elected to office in one of the two leading racing clubs. She's Jean Burkhard, secretary of Sports Car Club of America, Los Angeles Region.

Among her many, many duties is the processing of all race entries and paper work connected with staging a successful race. Mountains of paper, and scores of personnel must be coordinated by this officer. And I can't think of anyone more qualified than Jean.

A little background on her experience might be of interest. My first recollection of Jean is on a rallye staged back in 1951 by the Four Cylinder Club of America's first chapter in Glendale. Jean had her first foreign car—a Jaguar Mk IV—crammed full of people and children, and all having a real, live ball. She didn't win the rallye, but became so enthusiastic that she was shortly made the first National Secretary of the organization—an office she held for two years.

AN ACTIVE GAL

Also, Jean was among the group which formed the Women's Sports Car Club, and was president of that organization for another two years. She has been race secretary for both CSCC and SCCA, and has had a hand in the organization and coordination of every woman-type job connected with road racing—all the way from pre-race clerical to communications at the track.

On top of all that, Jean has also raced—on MG-TD and an Aston Martin. One of the most amusing sights in the pits was to see her tall, handsome son Johnny hold up a sign reading, "Put your foot in it, Mom!"

Besides the Jag Mk IV, MG-TD, and Aston Martin, Jean has owned the famous MG-V8 special "2 Jr.," an MG-TD MkII, a modified MG, a 1936 Le Mans Singer (a little jewel), and a Jaguar Mk VIII. She still has the Aston Martin and a (Ugh!) Cadillac.

Jean is no luke-warm enthusiast with all wheel and no work. She is truly dedicated to the sport and to the success of road racing.

NEW OFFICERS

The Women's Sports Car Club has elected Pat McAfee president—her second year at the helm and third year on the board; vice-president, Lee Baker—a capable and charming enthusiast; recording secretary, Dottie Dickinson, who has served before, and who has a really good head on her shoulders; corresponding secretary, Sunnie Baker, race driver and organizer of the best and most fun banquets ever staged; treasurer, Davine Warshawsky—efficient, charming and a hard worker; press & public relations secretary, Rusty Oddous (pronounced "Oh, do!")—talented Pasadena columnist, and race coordinator, Betty Friedauer, former technical chairman, race driver, and still all-round good sport.

This group is not only an extremely capable bunch of gals, but is also the PRETTIL-

EST board of directors the WSCC has ever had—in fact, the prettiest board in town!

THE SEASON STARTS

Between California Sports Car Club, Los Angeles Region SCCA, and the San Diego Region SCCA, there are 16 races scheduled this year. Sounds like a lot of racing, but if I remember correctly, we had 17 or 18 scheduled for 1956, and only 13 were actually run. ONLY? Even 13 is a lot of racing! But don't panic, anyone—you know we all love it. Happy motoring and a very prosperous New Year to all!



European Scene

By W. Robert Nitske

FRENCH AND BRITISH GIVE
AMERICANS THE BLAST

A FRENCH auto club official is reported as advising tourists with cars to "Stay Home."

Travel by automobile is restricted in many countries at this time. In France, motorists were allowed unlimited travel during the Christmas holidays, but at no increase of their fuel rations.

Tourists, taking their own automobiles, especially the overly generous proportioned land-cruisers, with them, may find it impossible to purchase enough gasoline to get them from one filling station to the next one. In France and Britain the wave of anti-Americanism has reached the high crest stage of forcefully outspoken antagonism instead of merely sullen resentment. Signs announcing "No Service to Americans" are found in many "garages modernes" and "bunkering stations." And an American license plate on the car is a dead give-away despite possible accent-less French or correct British inflections, respectively.

Black market gasoline sells in France for 1,000 francs per gallon (\$1.50 U.S.) and in Britain a ration book—which carries no assurance whatever as to the availability of fuel—sets the purchaser back some 15 pounds (about \$50 U.S.). Although distances in Europe are relatively short, those prices make long driving tremendously expensive.

The wide, beautiful and spectacular Champs Elysees is practically deserted now and it takes no skill or acrobatics to navigate safely the various Circuses (Picadilly, etc.) in London, driving on the left around the centrally located statuary groups.

Gasoline is reported to be plentiful in Italy, but at the higher rate of 85c (U.S.) per gallon. And Germany is relatively well off, but motorists from the neighboring countries are coming to fill up there, causing a considerable drain on their ample gasoline supply.

SWEDEN HIT

Sweden particularly is hard hit in this fuel crisis, with all of the Scandinavian countries feeling the pinch.

It is still too early to tell with any accuracy what effect the Suez Canal situation will have on the European racing events scheduled for 1957. By the time the racing season gets under way, the fuel shortage should be out of the critical

stage, but attendance at the various events will perhaps suffer appreciably.

Simca, the second largest automobile manufacturer in France, laid off one-third of its workers. British manufacturers have gone on a four-day week to curtail production. The oil shortage will disrupt the production schedules of all European factories still further. The domestic market is, of course, practically nonexistent in these two countries. No one buys a car to admire it standing idle in the garage.

And while shipping space shortage is causing delays in delivery of cars to customers in this country, the French and British automobile manufacturers will make a greater effort to sell their products on the American market.

The American dollar is still a much wanted commodity. Almost everybody is most anxious to acquire the stuff.

RALLIES

JANUARY

13—San Gabriel FCCA Primero Del Ano Rallye, Rose Bowl, 8 a.m.

22-23—Monte Carlo Rallye (European).

26-27—Paramount SSCC Hillbilly Rallye to Soboba Hot Springs (near Hemet).

FEBRUARY

3—Triumph Owners' Club, first navigational rallye (tentative).

3—Thunderbird FCC Gymkhana, Sears, Pomona, 8 a.m.

24—San Diego Sports Car Club 7th Running Don Diego Rallye, Town & Country Hotel, 500 West Camino del Rio, San Diego, 7:30 a.m.

24-25—Sestriere Rallye (European).

MARCH

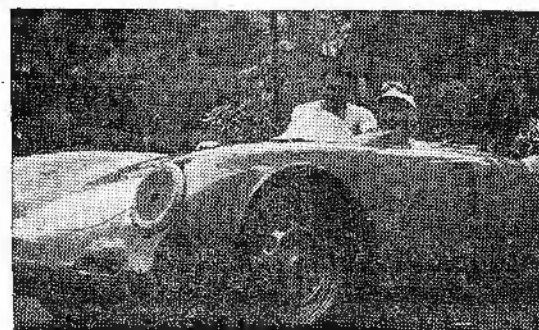
5-9—Great Britain Rallye.

10—Los Angeles Region SCCA Spring Rallye.

* Designates event approved by So. Calif. Council of Sports Car Clubs. Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, Topanga 4042.

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—Steve Da Costa

TETTA RICHERT, the former Loretta Turnbull of speedboat racing fame, is now an avid sports car pilot in Honolulu. She's shown in John Edgar Porsche Spyder with Bill Odom on lawn of Tetta's estate-type home in the islands.

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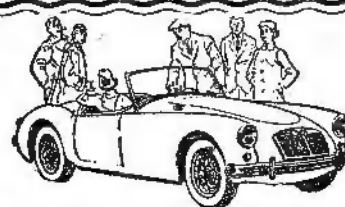
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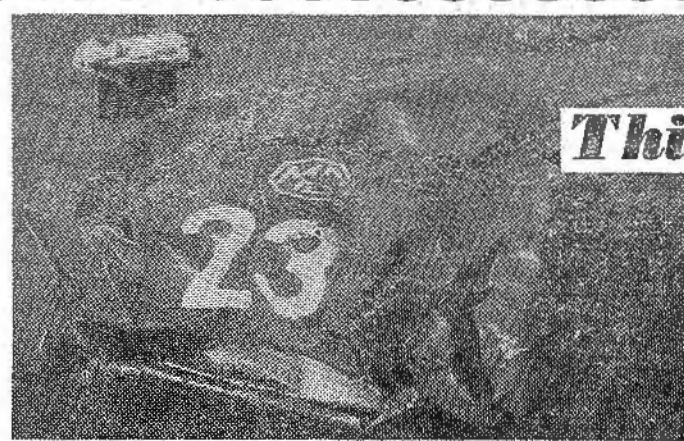
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Top Moment—Beating Cleye's 300SL

MOTORACING PORTRAIT—JIM PARKINSON

By Gordon H. Martin

Jim Parkinson's rapid rise to the front of the grid in sports car racing was no accident. This handsome and friendly young man of only 24 has worked hard to achieve his notable success on local racing circuits and modestly admits winning some 70 racing trophies for his efforts.

It all started with the 1954 CASC Willow Springs Road Race when Jim entered in his 53 MGTD and came home with a second place in production class on his first dash for the checkered flag. Since then he has entered almost every Southern California race and several in the northern part of the state, including Pebble Beach.

Although he has been tooling the remarkable Austin-Healey 100S of late, his first love, the MGs and the MG-A in particular, still rate tops with Jim because of their superb handling characteristics. "This is the car for the beginning race driver," Jim states. "You can't beat the MG-A for cost, reliability, and handling."

To Jim, his biggest moments in racing came last October in the Pomona hassle when he had the thrill of slipping his Austin-Healey 100S past Rudy Cleye's 300SL and went on to win by one second over Cleye for first over-all and first in class.

EXPANDS HIS TWO-MAN GARAGE

About the time Jim Parkinson took up racing two years ago he expanded his two-man garage in Burbank, to include a dealership for Austin-Healeys and MGs. At present his Burbank Sports Car Center has two show-room locations, a used foreign car lot, adequate service facilities, and the dealership for several other makes of cars, including the Renault line.

The woman in Jim's life is Ramona, the lovely mother of his two sons, Joey and Mark. Besides being a racing enthusiast herself, Ramona Parkinson is Jim's right hand when it comes to taking care of the business around Burbank Sports Car Center.

Johnny Green, Southland's Renault distributor, is so impressed with Jim's racing ability that he has picked him to tune and drive the Deutsch-Bonnet Renault Green has acquired.

Jim rates Phil Hill the best driver he's ever competed against and regards Stirling Moss the world's best all-around driver. When asked for his opinion about the future of sports car racing in the U. S., Jim mentioned that although the races are better organized now, they don't seem to be as much fun as they once were.

He feels that the time will come when clubs

will have to kick-back entry fees to contestants and help defray increased racing costs in other ways if the clubs hope to keep racing from



—Gordon H. Martin
JIM PARKINSON

will go professional. Although Jim feels that rising costs are squeezing out the little guy, he's highly in favor of the increased safety requirements, such as having the front-end of all racing cars magnafluxed.

MOST EXCITING EXPERIENCE

Jim's most exciting experience in road racing took place at the last Bakersfield race. Jim and the Healey 100S were involved in a terrific dice with Bill Pollack in a Corvette and Tony Settember in a 300SL when all three were way out in front of the pack. Jim was chasing the other two and finally managed to cut to the inside and pass Pollack going into a fast turn. This worked so well he tried the same thing on Settember on the next turn. This time he found himself skating on a batch of ball-bearing size gravel at 85mph and spun three wild revolutions, ending up faced in the right direction without much loss in speed.

Jim kept his foot in it and in spite of violently shaking knees managed to hang on to second spot for several laps. Settember finally won, with Pollack half a second behind and Jim half a second behind Pollack for one of the most exciting races in Jim Parkinson's scrap book.

• Up the Straights

By Jim Mourning

LOGICAL CRACKDOWN SHOULD START IN LICENSING

WE DON'T know how you feel about it, but we're glad the holiday season is over. Not that we have anything against Christmas or New Year. We're just tired of hearing drivers threatened, bullied, warned, cajoled and pleaded with about their driving.

What irked us most was the increased tempo of the slogan campaign. It sounded to us like the boys in blue were backed by the men in the gray flannel suits. Such huckstering! They had slogans to convince people that speed, drinking, and driving or an assortment of other things would do everything but make them lose their sex appeal. All of these were clever and undoubtedly gave some bright lad a few moments of great self satisfaction. But trying to improve traffic with slogans is like trying to stone a tiger to death with a handful of marshmallows.

Now, to top it all off, we read that Governor Goodwin Knight is urging a crackdown. Undoubtedly, his motives are excellent. As much cannot be said for some of his primary points of attack. Specifically, he's urging a new, rigidly-enforced speed law and a mandatory jail sentence for first time drunken drivers.

We don't know what well meaning but obviously misinformed soul touted him off on to this approach, but it has never been claimed that high speed or drunkenness is a major accident cause.

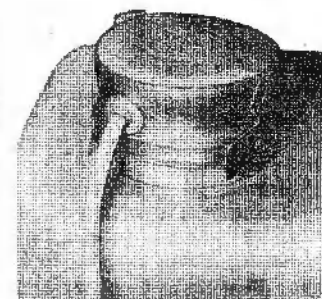
The logical place to start cracking down, it seems to us, is in the licensing. As a former driving school instructor, we've seen 10-mile-an-hour driving ability and 20-mile-an-hour mentality given permission to bound about in a 100mph car. They squinted at an eye chart,

regurgitated a few previously digested answers, managed to display a few appropriate driving gestures they really didn't understand and got a paper entitling them to manhandle a couple of tons of potential destruction.

And as long as the wheels are on the drunken driving kick, might we respectfully suggest they do something besides shake their fist and threaten by way of prevention? We doubt that many drivers deliberately get drunk and go out pedestrian hunting. It's just that most of them don't know when they should stop.

Why doesn't some bright lad come up with facts on how much liquor makes a menace, how long it takes to wear off and kindred information?

GAS TANK CAP COVER FOR VOLKSWAGENS

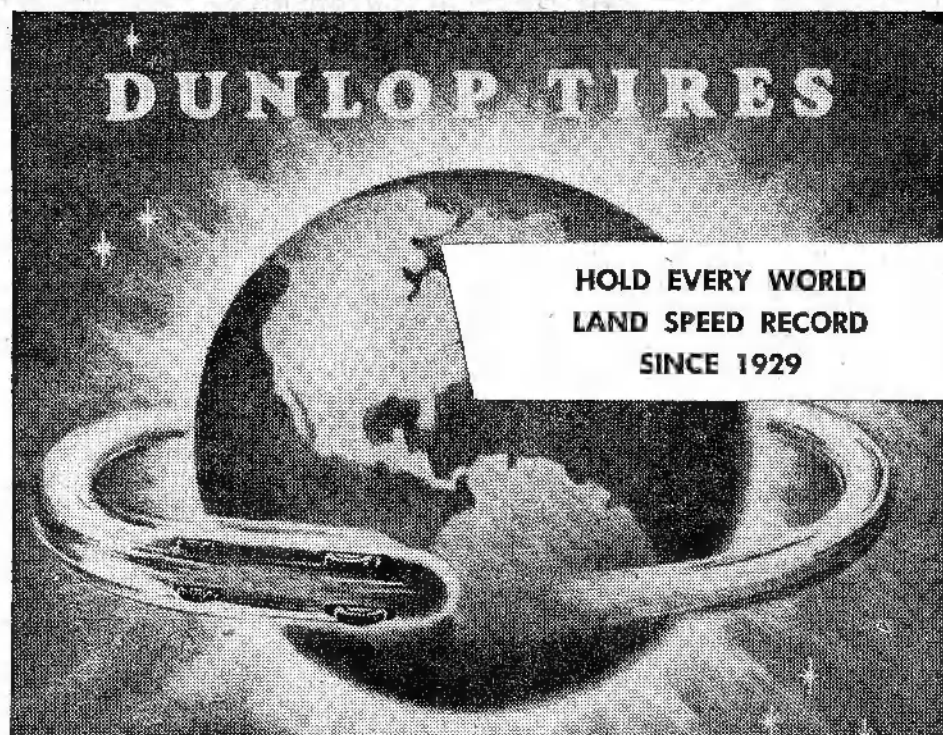


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'52 SIATA GRAN SPORT 1400cc. Fiat engine. dual carburetors. Fast and smooth. In good condition. Excellent. Near new. Reasonable. McAfee Engineering, 8363 Sunset Blvd., Hollywood.

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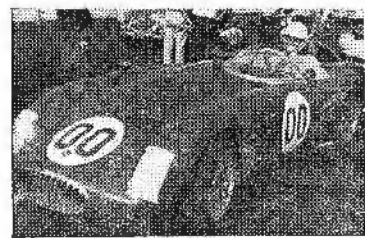
Vignettes . . .

By Gus V. Vignolle

Indefatigable Art Peck of New York, who keeps us posted on the Eastern scene, has been elected president of the Long Island Sports Car Club Assn., a real live-wire group . . . He is co-author of the popular "Sports Cars, Rallies and Gymkhanas" book, which the SCCA has adopted as its "Bible" as part of a new master manual going out to all regions.

Art, who handled the announcing job at Nassau, has just been appointed manager of network operations for CBS radio in NY . . . Annual activities-calendar meet of the Eastern Conference of Sports Car Clubs will be held Feb. 2 in Long Island, NY . . . Art, how about the MOTORACING exclusive on Fangio-Maserati?

George and Meyera Buchanan have their OSCA and Lotus on the block . . . They're taking up flying, just like Dick Ewing, the Southern Press printing exec. who sold his Jag and took to the clouds . . . Everybody is hoping for an early announcement soon from George Cary in his efforts to get FIA okeh



MEYERA IN THE OSCA

for a race here shortly after Sebring . . . The \$2000 SCCA Bite scratch would be used to bring name drivers to So. Calif.

For proof that sports car writers' lives are not completely absorbed by the sport of motor racing read Charles Beaumont's "The Dark Music" in December issue of "Playboy" and Jim Mourning's "Histories" Scarlet Footnotes" in March issue of "Caper" . . . Another "must" is the story of the ladies' place in the sport by the late Frank Campbell. This in December "Escapade," complete with pretty pix of So. Calif. gals prominent in racing.

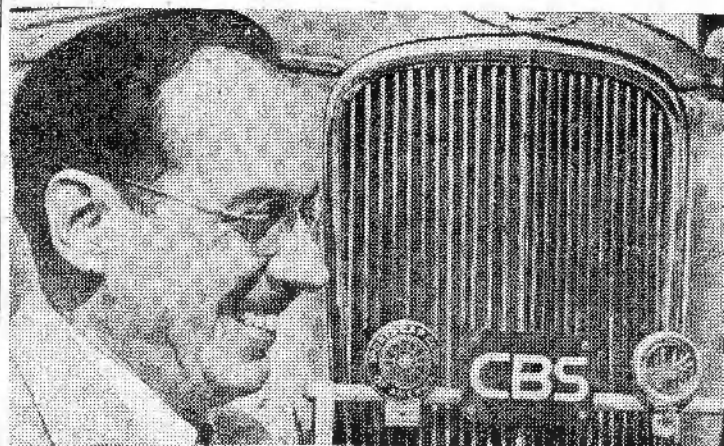
Looks like "24-hour duty" for Dick Grierson, manager of parts department at Cal Sales. With arrival on Dec. 12 of Patricia Margaret, this adds up to 4 girls and 1 boy for Geraldine and Dick, and with the opening of the new parts building for Triumph, he'll be plenty busy.

Conversation pieces: The new Mercedes brought home from Europe by Dr. and Mrs. Willard Wade . . . Lance Reventlow's 2.0 Maserati running at Pomona, Sebring, then off to Europe . . . Bob Plass' bright red Monza Ferrari being groomed at his Liverpool Garage . . .

Party time: Jan. 12 for the L. A. Region SCCA Annual Dinner and Installation of Officers Banquet, Ciro's . . . Jan. 26 the Jag Owners institute their First Annual Dinner Dance at the Nikabob, 8th and Western, with guests welcome . . . The gals have their show on February 2 at the Fox Hills Country Club. Installation of new officers of the Women's Sports Car Club.

In the planning stage for the future is a real ox-blood type bash for the local SCCA at Rancho Rinconada . . . Lost—almost—George Cary's scalp. George is convalescing from a tangle with a plate glass door.

No ride for Phil Hill at Pomona . . . Incredible . . . After Sebring, he plans to race at Palm Springs, then off for Europe, where he hopes to make the Formula II team for Ferrari and try for the marque's Formula I and sports car contingent . . . Walt Turner is said to be selling his two Porsche Spyders and Moretti . . . Is he giving up racing? . . . Earle C. Anthony is taking over the distributorship of Goliath . . . Blast these guys who send in pix



ART PECK LISCA PREXY

without identifying captions.

Here hitting the high society spots last week was Jim Kimberly, No. 1 SCCA Westport Pharaoh . . . He was with lovely Ann Miller, the actress . . . A-fable Jack Reed, sec'y of the National Sports Car Drivers Assn., is recovering from a recent slight heart ailment. Has been grounded by the croaker for the time being and a new sec'y will be elected to take his place until he's on his feet again.

Thanks to Dr. Gayle Preston, one of the backbone of racing, for the assist in coverage of the Souderia Parravano unveiling last Sunday at Willow Springs . . . A fine job . . . "Doc" Preston, charter member of the Santa Monica FCC, raced about 15 times in a stock MG TD and now has a TF . . . Leading Oregon State cheers at the Rose Bowl game was Lindley Bothwell, the ol' ranchero and prexy of the local SCCA . . . At the game Eddie Rickenbacker told Lester Nehamkin there is no reason why L. A. cannot become the "Indianapolis of the West."

Eric Hauser, the ace driver and investment analyst, and Mary Heffley announced their



RUTH LEVY

engagement on his return from Nassau. Probably go in double harness in May . . . Spotted at the Start-Finish New Year's party at the Clarion Club: Maxine Fain, dying to drive again. Thinner and more sloe-eyed since returning from Europe, and a hairdo a la Veronica Lake. She was with Hunter Hancock . . . Jack Crosby would like to know if anyone has ideas for a site for Singer Owners' hill climb Aug. 4.

Liz Sheehan passes the word to keep an eye on George Spears, up-and-coming Porsche pilot . . . Frank Miller, Larchmont, N. Y., is new prexy of Westchester SCC . . . Jim Peterson reports they've completed one mile (out of 5) of rough excavating at the new course near Riverside. Rudy Cleye is really going on this one.

MORE MORE MORE MORE

That was a heckova nice party John and Eleanor von Neumann threw for Porsche-Volkswagen dealers and the press at the Los Feliz Brown Derby . . . Sam Weill was with Dusty Brandel (she's a gal), Hwd. Cit-News sports car scrivener . . . Another neat holiday party was thrown by Tom Scripps of Ford and his charming wife . . . Enlightening was chat with Chuck

Daigh, one of the best pilots around, in our estimation . . . Jim Peterson (not the Altadena one) has sold his Panhard, now has an 1100 Fiat, believed to have been Jean Behra's car . . . Carl Grassman of Sunnymead is now driving the old No. 25 Roy Jackson-Moore Austin Healey . . . Ruth Levy, the sterling Porsche driver, has announced her engagement to handsome Chuck Rosher, who steers a Corvette.

Bob Drake, Hi-School Harry Givens and crew are working like demons, readying the nifty Grand Prix bistro on Beverly Blvd. for a grand opening around Feb. 1 Murals of Grand Prix races are being done by Pauline Khuri, with interior design by Howard Jeffrey . . . Tony Parravano will race his fantastic stable at Indianapolis, Sebring and then Monza, among other European top events . . .



GEORGE CARY, JR.

Personable Ross Stone, former San Francisco SCCA race announcer, and family have pulled the pin for Miami, where he's connected as retail manager for Waco Motors . . . Miami Sports Car Club holds its first race on the Sebring course Jan. 13, according to Nancy Pierce . . . Bob Kudler, sharp prexy of Triple R, soon will have an important announcement on USAC hookup following confab with Duane Carter of latter group . . . Oil famine in Europe has caused big layoffs in the auto industry and the situation is described as "the worst crisis in the industry's history."

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NEW MORGAN 4/4 Series III is shown by Rene Pellandini, president of Worldwide Automotive Imports. Pretty Rahlein Benedict is behind wheel. Car was unveiled at press preview.

Tom Wilson . . .

(Continued from Page 7)

the Ass't. R. E. job. Bob Hill was Chief of Emergency Control during last year's races and was very efficient. He was given the responsibility of organizing and training the region's model fire control crew and it was a great success. The Peninsula Sports Car Club volunteered for the job and with Al Albertson as their Chief, they were trained by the San Mateo Fire Department. During the racing season they controlled nine serious fires without an injury to a driver or the loss of a car. After seeing that Aston Martin fiasco on the grid at Palm Springs, I think that you boys down there could use a little of the same. Until that guy showed up with the CO2 bottle (his own)—a Saint Bernard could have done better than those piddling little carbon-tet bottles.

MEACHAM SHOT IT

At Arcata, Jack Graham was under the Aston with a fire in the engine room and stuffing cushions in the cracks in the fire wall but they had the fire out and the car on four wheels in 30 seconds. Jack finished first in class and second overall the next day. A panel-beater's delight but still going strong. Don Meacham has a series of photos on this deal if you ever want to emphasize the evils of waiting for the fire wagon.

The first race for next season will be at Stockton in March and Jack Allan, the local asparagus king and skooter driver, will be the general chairman. One good bet for this race—the box lunches will be on time—he has made a hobby of studying that deal.

The busiest guy up here is John Luc'e. As Activities Chairman for SCU last year he staged the Cobb Mt. Hill-

Climb, Stygian Rally and the Mt. Diablo Concours. In his spare time he acted as chief scorer and starter at the races. This year he is Sect'y, of SCCA; Chairman of the Northern Calif. Sports Car Club Council and race starter. Outside of that he only worries about three squares a day and the payments to the bank.

Speaking of race officials, there are rumors of a slight purge in these parts. New officials are usually a total loss for about two races; they are usually over-officious or just plain eager beavers. Later they mellow and are easy to get along with—why they want to scrap all that experience when it's so hard to get good help (cheap, too)—it's hard to believe.

NASSAU FIASCO

Nassau was a good example . . . the technical inspection was very lax except for the inclusion of the requirement that each car slide its rear wheels using the hand brake only. That, of course, is an impossibility in three out of four cars, so there was widespread deception—the driver switching off the engine to avoid the stoplight blinking and then jamming on the foot brake and making a great show of tugging on the hand brake lever. No officials were wise to the act. Another deal was a medical check just prior to Friday's races (after 3 days of inertia) and it delayed the races so much that they were finished in the dark with masking tape or metal shields on the headlights. Much bumping and dangerous driving and great dissatisfaction among the drivers. All because some eager beavers got a last minute brainstorm.

Say, Gus—when are they going to get organized on that women's race deal? In No. Calif., the women race with the men—or else. But so many clubs feature races with one Ferrari, two Healeys and a Triumph and then a slew of MGs trailing two laps behind and not a chance in the world of even being mentioned on the P.A. And the Babe in the Ferrari becomes a hero driver—she won the race. Why not put them all in Giuliettas or MGs and, then we'll see who is the hot driver. Serve notice at the start of the season and let them beg, borrow or steal the cars—with advance notice they could do it—and the race would be worth watching.

With best regards,
tom wilson

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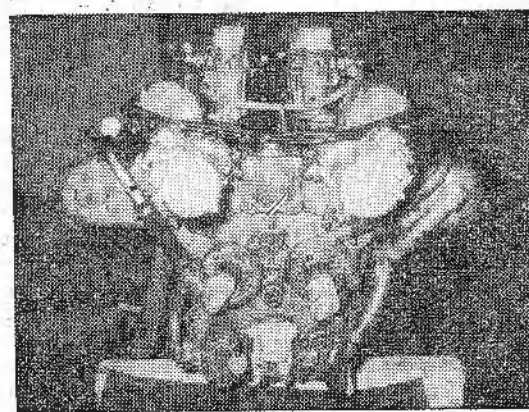
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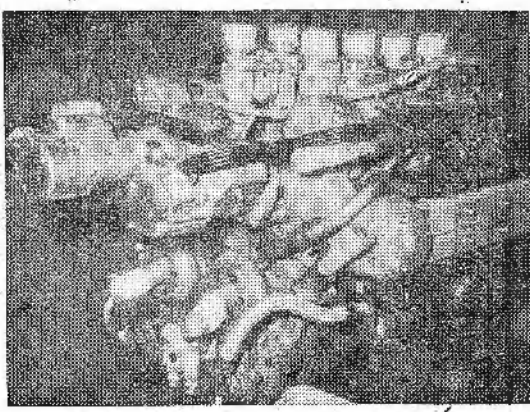
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FRONT AND three-quarter views of the tremendous 450-horsepower Maserati engine which Tony Parravano will install in a Kurtis



—Vignolle & Powell
chassis for the 500-mile Indianapolis classic. Engine costs \$15,000. Four Weber dual-throat carbs go out for fuel injection. See cover photo

Fangio Races For Maserati

Juan Manuel Fangio, 1956 world's champion, will drive for Maserati this year, according to an announcement from Modena, Italy.

While everybody was guessing that he would freelance or drive another marque, **MOTORACING**'s editor, Gus V. Vignolle, in the Nov. 30-Dec. 7 issue, predicted the Argentinian would swing to the Trident. See reprint below.

MOTORACING

FANGIO VISITS CAR BUILDERS

By Gus V. Vignolle

Test racing drivers of all time, there is no man is unprepossessing, unobtrusive.

(Continued From Page 3)
just finished the season—and won the championship—with the Ferrari. But nothing has been sold about '57.
The short, husky, sparse-haired champion declared he didn't know and would not until after the Argentine Grand Prix in Buenos Aires in January.
Although he gave no hint whatsoever, this writer predicts it will be for Maserati, especially since Moss went to Vanwall.
I place no stock in Denise McCluggage's yarn in the New York Herald Tribune last week that the great Argentinian will advance next year, driving what he feels like to win—he chooses—Ferrari, Maserati, Vanwall—anyone.
FANTASTIC FIGURE
One of the most fantastic

MOTORING to(u)r FUN

By John Foster
National President, FCCA

WITH EACH new year bringing with it a new crew of officers, we can gird ourselves for the possibility of a new influx of ideas, rules and changes.

It has been interesting during the past seven years, to see the effects each new term of officers has had on the individual chapters, the club and the sport in general.

We have had everything from the super ambitious to the CCL (couldn't care less), and we have wavered between being a race club, a hot rod club, an exclusive-to-4-cylinder - owners club, a strictly social club, and a 100% rallye club.

We have been investigated by the FBI, the state, the city, Central Credit, the unions, and a dozen different insurance companies. We have been in movies, T.V., and radio and been lauded and lampooned by the great and small.

RECORD BREAKERS

We have staged over a thousand events, some record breaking in scope and we are responsible for many 'firsts.' Some 'firsts' for these 'ere parts include: the very first competitive rallye, first gymkhana, first inter-state rallye, first international rallye, first economy run, first rallye to top 100

cars and 200 cars, and first club to offer a new car and a trip to Europe as prizes! From these high points, we have also been mighty low, and have run the full gamut in between.

But out of it all has evolved the F. C. C. A. of today... a pleasant potpourri of fun-loving people, not overly fond of rules and regulations, yet respecting those which add to their safety. Not rich by some standards, but able to have a bash at an event or two each month and greatly enriched by the friendships gained. Enjoying meetings more for the social aspect than the airing of Robert's Rules, and preferring a weenie bake or smorgasborg any old time to the more formal or fancy affairs.

FUN FOR ALL

Each chapter has developed and enjoys its own character and 'atmosphere' and it would be impossible to say which one best portrays the basic principles of the club. Certainly each chapter, with each successive group of officers, contributes immeasurably to the furthering of our chosen sport and provides each one of its members with the facilities to enjoy to the maximum his 'little bomb.'

And so to all the retiring officers, our sincere 'thanks a million' for a truly wizard year crammed with action and fun. To the 1957 officers... we realize the 'big shoes' you are stepping into, and while pledging our aid and support, we wish you the best of luck, and hope that your new duties will double your pleasure with the jolly old F. C. C. A.

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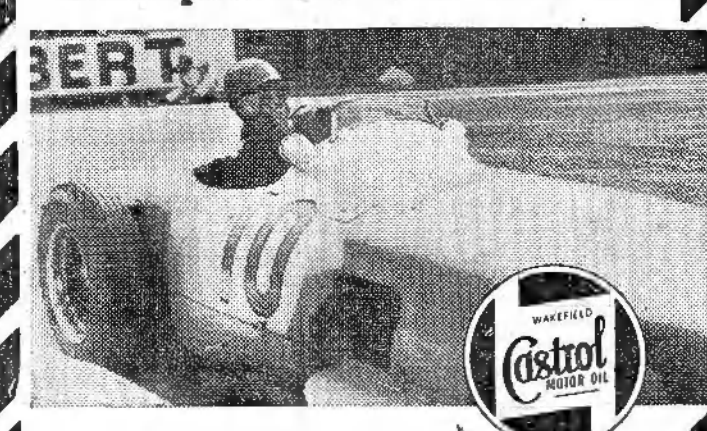


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